

## INFORMATION REPORT

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SUBJECT Electric Locomotive Plant at Novocherkassk NO. OF PAGES 2

PLACE 25X1A NO. OF ENCL. 1  
ACQUIRED [REDACTED] LISTED BELOW25X1X DATE OF 25X1A SUPPLEMENT TO  
INFO. [REDACTED] REPORT NO.

1. "Electrosvazav imeni Sm. Budennogo" was inscribed above the entrance gate of the electric locomotive plant about four miles north of Novocherkassk ( $47^{\circ}24'N$ / $40^{\circ}0'W$ ), and 1,200 feet south of the Budenny railroad station. Source learned from Soviets that the plant was constructed by German, U.S. and French firms in 1929. When the German troops approached, the plant's forge was demolished, and the plant's machinery was evacuated. After the war, the plant was reequipped with machinery dismantled at the AEG Plant in Hemmingsdorf, and at the Borsig Plant, as well as with some Japanese and Soviet machines. Simultaneously, the plant was enlarged.
2. Before the war, steam locomotives were manufactured at the plant. After the beginning of the war, guns and rifles were also produced. Repair work on electric locomotives was done in 1946 and 1947 while the manufacture of electric locomotives was begun in 1947. Only one type locomotive was built, an electric freight engine which was said to have been designed 23 or 27 years before. The chief of the foundry said that this was an American type locomotive, designated VL-22. Source did not know whether this was the Soviet or American type designation. The locomotive was a four-axle bogie engine with a total power of 3,000 HP. \* The locomotive, fitted with two driver cabins and a small platform at the front and the rear, was capable of a maximum speed of 60 km/h.
3. Eight locomotives were built in October 1949. This output was to be raised to 30 locomotives per month. Source did not know where the finished locomotives were shipped. He noticed that most of the engineers who came to pick up the locomotives were Georgians.
4. The plant had a designing office in which young engineers were employed, but their work may have served for training purposes. Power was supplied to the plant from outside sources. The current was 220/330 volts. There were never any difficulties with the power supply.
5. Chief of the plant's foundry was Soviet Engineer Halkeyevich (fmu), a good metallurgist. From Hemmingsdorf, the Soviets had deported Dr. Ing. Kreuder (fmu), 62, the former chief of the narrow-gauge field railway section of the AEG plant there. His contract will terminate in 1951. Construction work at the plant was supervised by a Soviet major (Tech). An MVD detachment was quartered in the administration building. The work force of the plant was

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CENTRAL INTELLIGENCE AGENCY

composed of about 5,000 Soviets, 50 percent of whom were women and PWS, whose number decreased from 1,200, in September 1947, to 480, in October 1949. \*\*

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\* [REDACTED] Comment. Source was not sure of this figure.

\*\* [REDACTED] Comment. See Annex for source's layout sketch of the plant. A comparison of source's sketch and an aerial photograph taken in 1941 indicates that the plant was reconstructed in its previous form, and that the construction began before the war was continued or completed according to plan. The workshop which is item 3 on the sketch is believed to be a new assembly department. The data on the plant's production agrees with previous information. The improved VI-22 type long-distance locomotive is being built there. The rate of production of nine locomotives per month is believed to be correct. This makes it doubtful that the 1950 production target of 20 locomotives per month or 220 per year will be fulfilled. This failure is attributed to the delay in the completion of new buildings such as the foundry and the new assembly hall. The decrease in the number of PWS employed at the plant is probably due to the gradual completion of the construction projects. The work force of 5,000 as stated by source probably includes construction workers.

1 Annex: Blueprint

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Legend to Layout Sketch of the Locomotive Plant in Novocherkask

1. Lumber yard
2. Construction huts
3. New workshop, 120x120x8 meters, divided into ten aisles. In October 1949 the framework was completed. Part of the finishing department housed in the main building was scheduled to be transferred there
4. Main workshop, 180x210x18 meters, provided with 11 aisles equipped with about 3,000 metal-working machines of various types:
  - Aisle 1: Body department
  - Aisle 2: Undercarriage department
  - Aisle 3: Undercarriage department
  - Aisle 4: Trolley contact department and tinsmithy
  - Aisle 5: Shop where compressed air containers were welded
  - Aisle 6: Electric accessories department
  - Aisle 7: Turning and punching shop, production of bushings and engine parts
  - Aisle 8: Engine department
  - Aisle 9: Engine department
  - Aisle 10: Axles and wheels shop
  - Aisle 11: Final assembly and varnishing department equipped with two 5-ton bridge cranes and three railroad tracks, running through the shop. Each of the other aisles, except for aisle 5, was equipped with one 3-ton bridge crane.
- On the ground floor of Annex A were administrative offices, while the other floors were taken up by the designing department. German PW engineers Helmuth Schmidt, 60 Cicerostrasse, Berlin-Walensee; Gerhard Franke, 20 Tautenstrasse, Deusa; and Uli Feuereisen, 16 Am Wiesengrund, Wolfsburg, were employed there.
5. Foundry; 140x140x12 meters, 23 meters high in its western section, subdivided into eight aisles:
  - Aisle 1: Small parts forming shop, equipped with a furnace for non-ferrous metals. This furnace had a capacity of 300 to 500 kg. Two smelters with a capacity of 1½ tons each were also in this aisle. One section was taken up by the polishing department. The aisle was also equipped with a five-ton annealing furnace and a three-ton crane. Work was done by hand. Experiments with cold casting were made. Twenty workers were assigned to this department.
  - Aisle 2: Polishing shop for heavy parts and scrap dump. There was a new furnace for aluminum castings of up to 150 kg. Fifteen workers were assigned to this department
  - Aisles 3 to 5: Hand molding shop for heavy parts. There was one German moulding machine. Each of the aisles was equipped with one three-ton crane. A total of 100 workers was employed in these aisles.
  - Aisle 6: Two electric furnaces with a capacity of three tons each. One of the furnaces was in operation. The aisle was equipped with two 10-ton bridge cranes.
  - Aisle 7: Extension of the foundry. Not yet equipped in October 1949
  - Aisle 8: Scrap and molding sand sump, equipped with two heavy cranes.
6. Heating plant
7. Oxygen plant. At least 30 bottles of oxygen were produced and consumed daily.
8. Boiler house, 30x40x15 meters, with three black sheet-metal smoke stacks, allegedly 50 meters high.

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- 9 Compressor house, 60x20 meters, equipped with one Finnish and two German stationary Diesel engines and two mobile Diesel engines. The galvanic department was also in this building.
- 10 Forge, demolished in 1941 but reconstructed, subdivided into three aisles:  
Aisle 1: Tinsmith's shop  
Aisle 2: Forge equipped with a 100-ton press, two annealing furnaces, six forges  
Aisle 3: Autogenous cutting shop for beams of the undercarriages.  
Cross aisle 4: Department equipped with two coal-firing annealing furnaces, two 500-kg hammers, one 1,000 kg hammer, and one 1,500 kg hammer
- 11 New building, 120x45 meters, scheduled to become the body department
- 12 Factory railroad station
- 13 Main entrance
- 14 Fire department
- 15 New storage shed with loading ramp. Captured machinery was stored here.
- 16 Department 5, repair shop, subdivided into 14 aisles:  
Aisles 1 to 7: Tool-making shop  
Aisle 8: Shop repairing factory-owned electric motors  
Aisles 9 to 14: Shops doing various repair jobs
- 17 Hungarian five-ton gantry crane
- 18 Factory shops; bakery and storage facilities
- 19 New spray painting department, not yet in operation
- 20 Iron dump
- 21 Coal dump
- 22 Gasoline dump with seven tanks, half underground, with a capacity of 20 cubic meters each.
- 23 Field railway track to the new sand pit
- 24 Carpentry and pattern shop.
- 25 Transformer plant, which was being enlarged under the supervision of PW Hans Ruetzner, 13 Nintenacherstrasse, Zirndorf near Fuerth.
- 26 Brick wall, two meters high, with barbed wire on top of it.

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